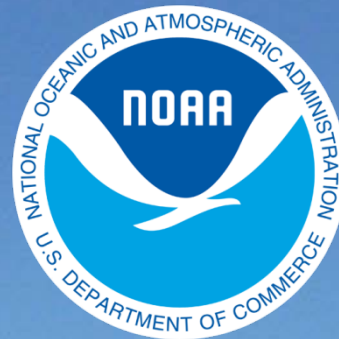


# BookletChart™

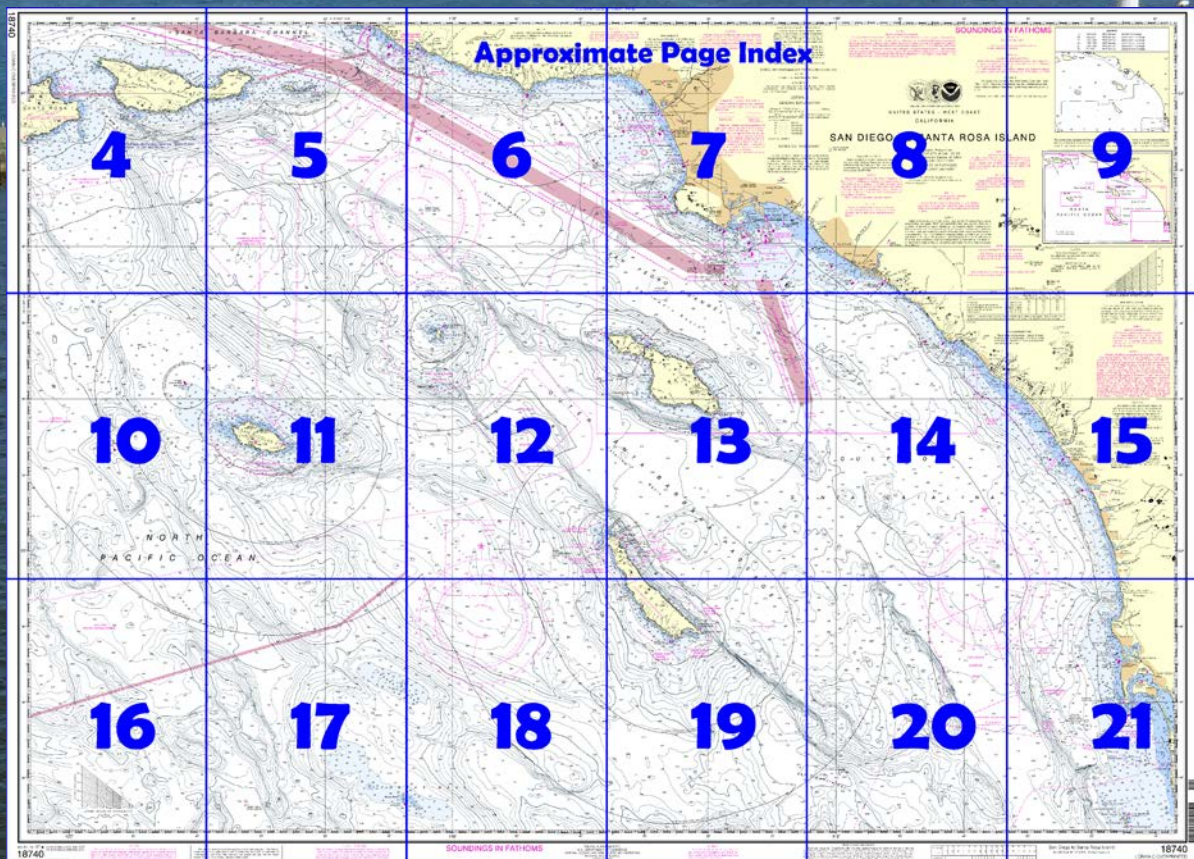
## San Diego to Santa Rosa Island NOAA Chart 18740



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18740>.



**(Selected Excerpts from Coast Pilot)**  
**Los Coronados (Coronado Islands)** are four bare, rocky islands, extending 4.5 miles in a NW direction, 7 miles offshore in Mexican waters, and 15 miles S of Point Loma. These islands are prominent in clear weather, and the passage E of them is commonly used by vessels. Depths in the vicinity of the islands are irregular, and in thick weather or at night caution must be observed when near them.

**Oceanside Harbor**, at the N end of the city, 1.2 miles NW of the pleasure pier,

is a small-craft harbor administered by the City of Oceanside,

Department of Harbor and Beaches. The harbor, which can accommodate about 950 small craft, shares a common entrance with Del Mar Boat Basin (**Camp Pendleton Marine Corps Base**) to the N.  
**Harbor regulations.**—The harbor is under the control of the City of Oceanside, Department of Harbor and Beaches. The harbor headquarters building is on the E side of the harbor opposite the entrance. About 50 berths for transient craft are available at the harbor headquarters. All moorage must be arranged with the harbor office in the headquarters building. Prepaid reservations are accepted for 24 guest slips, with the remainder available on a first come, first served basis. The **Oceanside Harbor Police** operates from the headquarters building. The police boats are equipped with rescue and fire fighting equipment. The police boats monitor VHF-FM channel 16, 24 hours a day, and work on channel 12.

A **military exercise area** extends about 3 miles seaward from about 2 miles NW of the boat basin northwestward to San Clemente. Mariners are advised to consult Eleventh Coast Guard District Local Notice to Mariners for scheduled exercise dates and times.

A **restricted area** is within the military exercise area and centered about 4.5 miles NW of Del Mar Boat Basin entrance. (See **334.905**, chapter 2, for limits and regulations.)

**Caution.**—The city of Los Angeles advises that under certain tidal conditions, underwater installations between King Harbor and Marina del Rey, seaward to 9 fathom depths, present possible hazards to surface navigation.

Sport fishing barges usually anchor 1 or 2 miles offshore during the summer; caution is advised to avoid them.

**Dana Point Harbor** is a small-craft harbor in the lee of Dana Point. The harbor is entered from the E between two breakwaters each marked by a light on the seaward end.

**Caution.**—Mariners should exercise caution when navigating over the sewer outfalls and submerged pipelines that extend seaward from El Segundo. Numerous uncharted buoys and other potential hazards to navigation exist within this area.

The entrance to **Santa Monica Bay** is between two lights at the ends of the breakwaters at the S end of the harbor. A sound signal is at the light on the E side of the entrance. A lighted bell buoy is 230 yards SSW of the S end of the W breakwater. The channel is marked by private buoys, with lights at the entrances to Basins 1 and 2.

**Hermosa Beach** and **Manhattan Beach** are between Redondo Beach and El Segundo. The pier at Hermosa Beach is about 1.3 miles N of Redondo Beach and extends about 275 yards from shore; a private sound signal is at the outer end. The Manhattan Beach pier, 2.5 miles N of Redondo Beach, extends almost 175 yards from shore.

A **restricted area** extends about 7 miles offshore at El Segundo. (See **162.195**, chapter 2, for limits and regulations.)

**Marina del Rey.**—A **restricted area** governing navigation inside the detached breakwater has been established. (See **162.200**, chapter 2, for limits and regulations.)

**Traffic separation lanes** have been established in the entrance channel to Marina del Rey. These lanes are marked by State Waterway Regulatory Buoys with the words "No Sail." All vessels under power, or power and sail, shall keep these buoys to their port when entering or departing the harbor. The center lane between the buoys is used by vessels solely under sail, both entering or departing the harbor.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC Alameda	Commander	
	11 <sup>th</sup> CG District	(510) 437-3700
	Alameda, CA	



# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE K

### LOCAL MAGNETIC DISTURBANCE

Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

## NOTE C

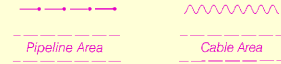
### MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOTE Q

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

## For offshore navigation only

Use larger scale charts outlined in diagram for inshore navigation.

## Mercator Projection

Scale 1:234,270 at Lat. 33°20'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, CA	KWO-37	162.550 MHz
San Diego, CA	KEO-62	162.400 MHz
Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz
Santa Ana, CA	WWG-21	162.450 MHz

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

## NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.071" northward and 3.240" westward to agree with this chart.

## WARNING

San Clemente Island is a NAVAL RESERVATION and is closed to the public.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

COLREGS. International Regulations for Preventing Collisions at Sea, 1972.

## TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Loma	(32°40'N/117°14'W)	5.3	4.6	0.9
La Jolla (Scripps Institution Wharf)	(32°52'N/117°16'W)	5.3	4.6	0.9
Newport Bay Entrance, Corona del Mar	(33°26'N/117°53'W)	5.4	4.7	0.9
Los Angeles (Outer Harbor)	(33°43'N/118°16'W)	5.5	4.8	0.9
Port Hueneme	(34°09'N/119°12'W)	5.4	4.7	1.0

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

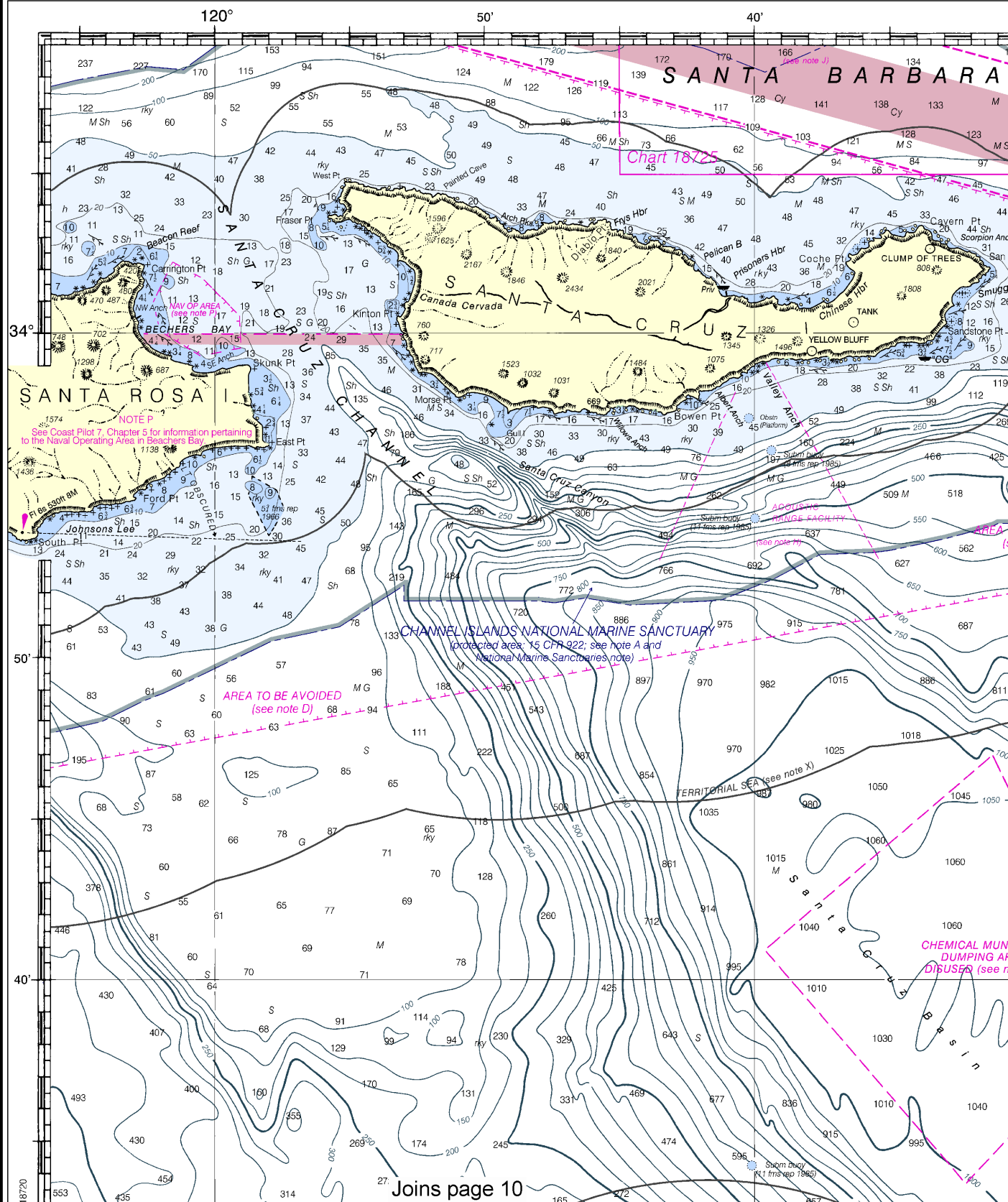
(May 2011)



## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, U.S. Coast Pilot.

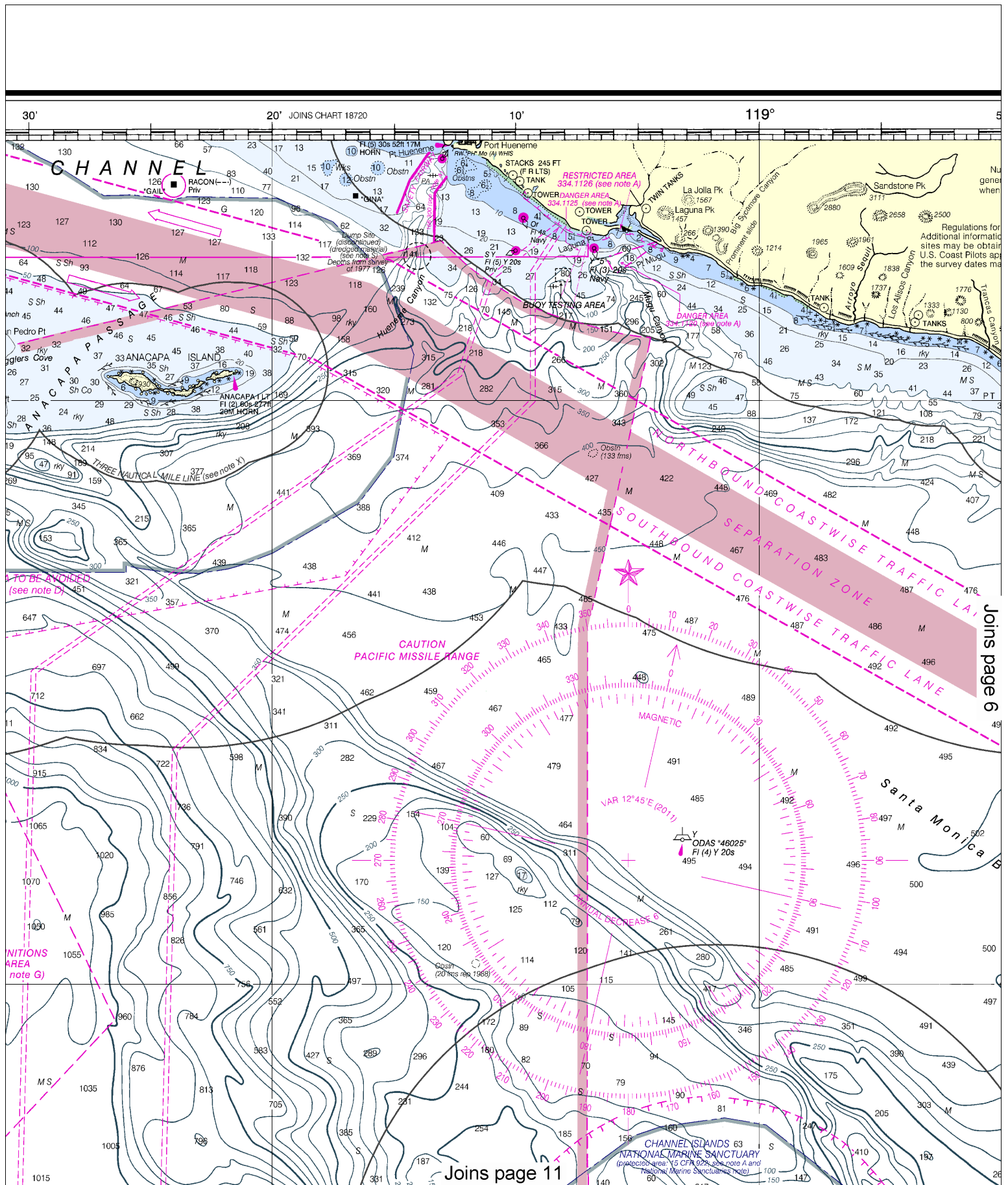
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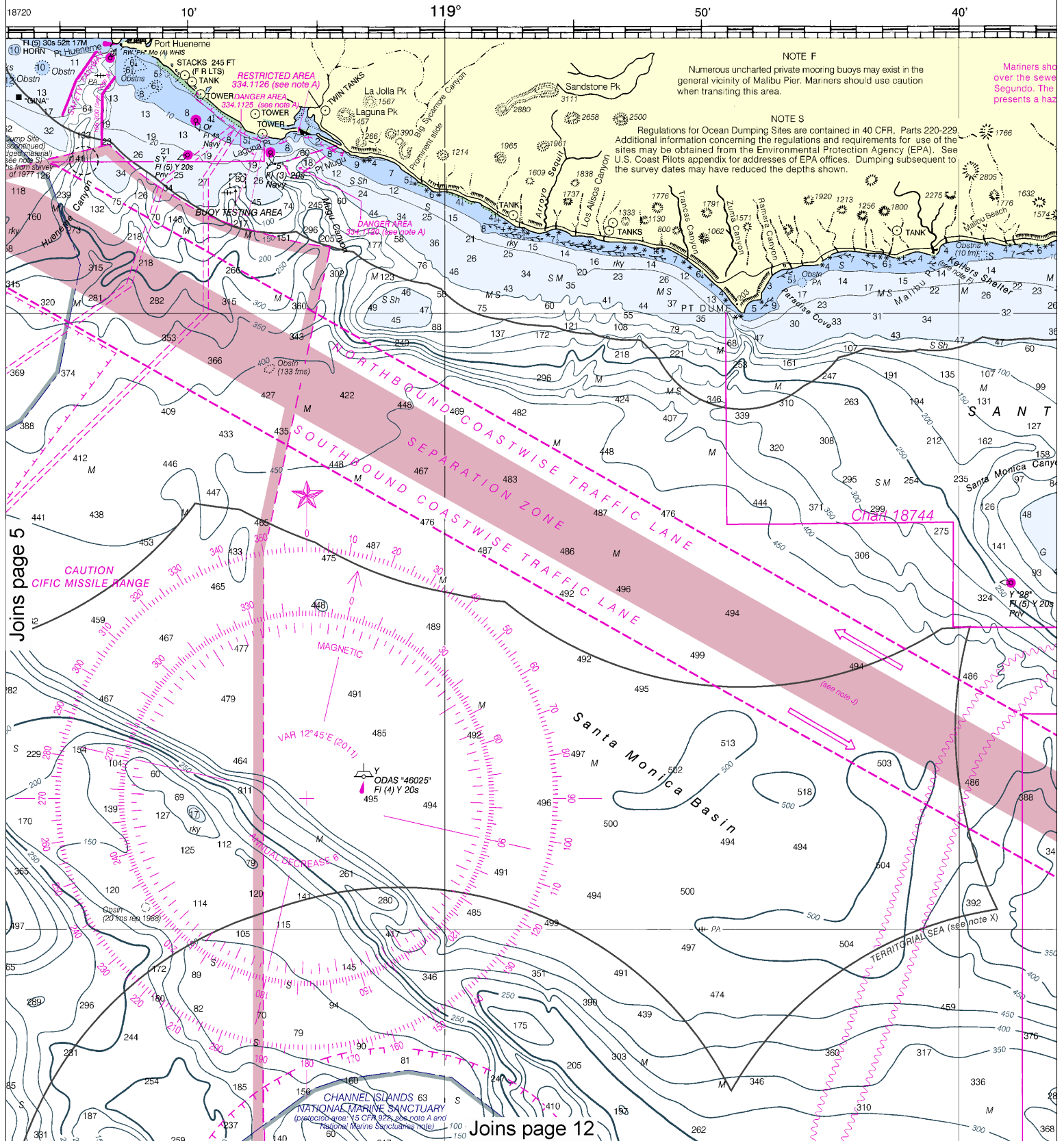
4

Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:312360. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.



**NOTE E**  
Should use caution when navigating vessels extending seaward from the existence of submerged sewers hazard to all types of craft.

**CAUTION**  
Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

**NOTE Q**  
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

# NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Santa Barbara, CA	KIH-34	162.400 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz
Santa Ana, CA	WWG-21	162.450 MHz

For Symbols and Abbreviations see Chart No. 1

COLREGS. International Regulations for Preventing Collisions at Sea, 1972.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U. S. Coast Guard.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

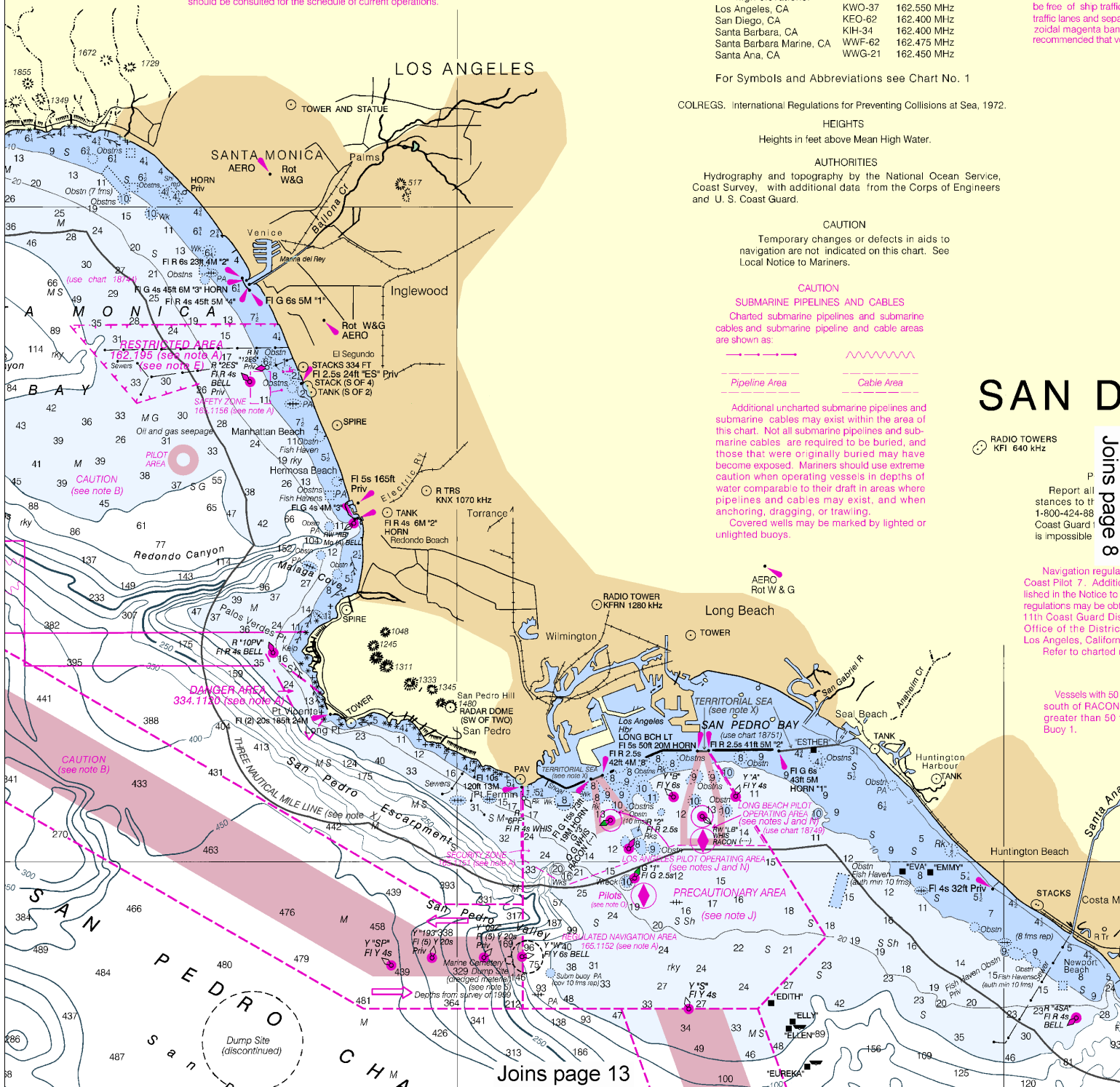
# SAN DIEGO

RADIO TOWERS  
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Report all  
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Office of the District  
Los Angeles, Californ  
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Vessels with 50  
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# SOUNDINGS IN FATHOMS

NOTE H  
Acoustic Range Facility

Numerous shore connected bottom cables are located within the outlined area.

NOTE B  
Submarine Pipelines and Cables  
Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.  
Oil well structures, and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18725, 18744, and 18746.

## COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



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## NOTE D

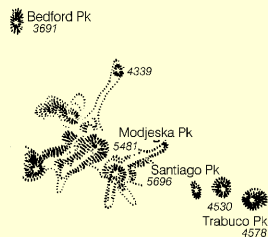
### AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including, but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

## NOTE M

### NAVAL OPERATING AREA

Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.



## NOTE K

### LOCAL MAGNETIC DISTURBANCE

Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

## WARNING

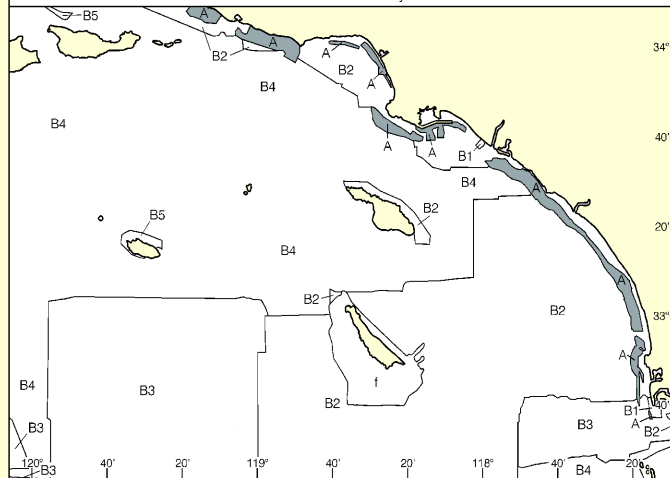
San Clemente Island is a NAVAL RESERVATION and is closed to the public.

## TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)
NAME	(LAT/LONG)
	Mean Higher High Water
	Mean High Water
	Mean Low Water

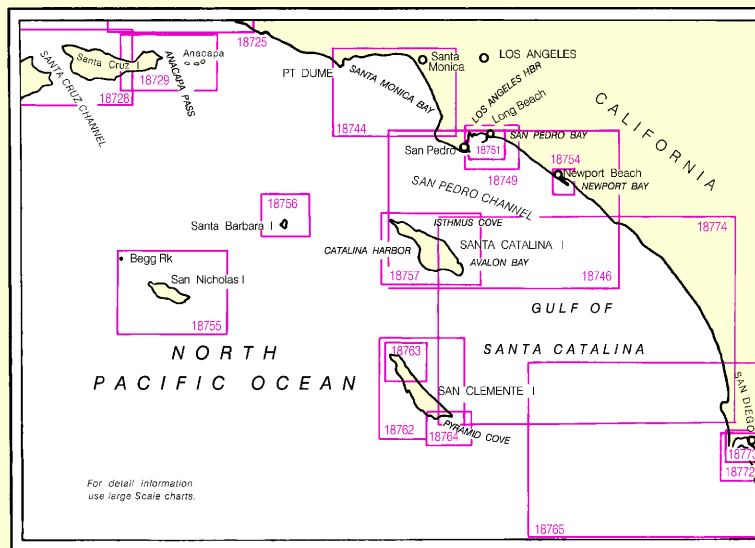
## SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	US Government Surveys	partial bottom coverage



## SOURCE DIAGRAM

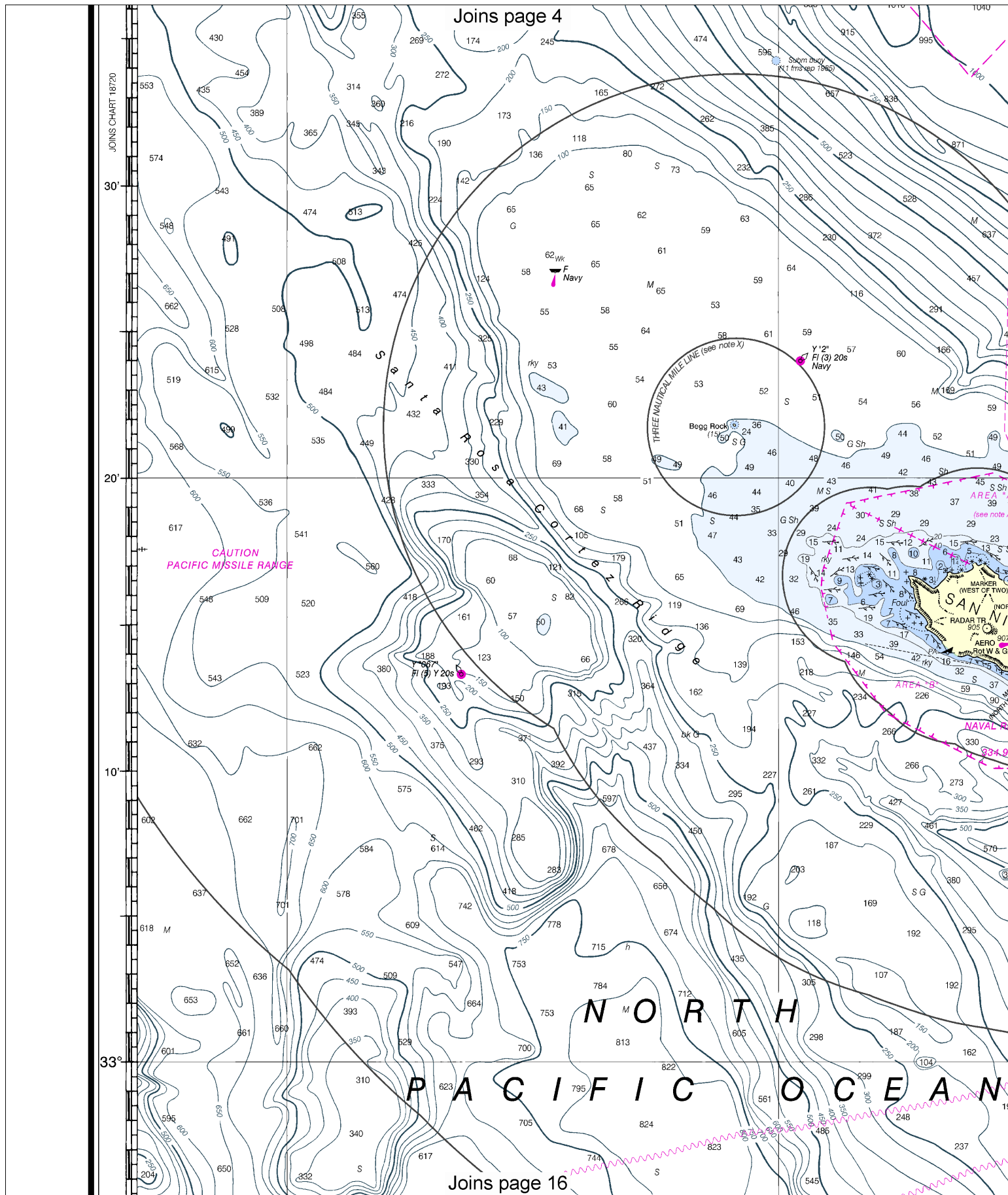
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## NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

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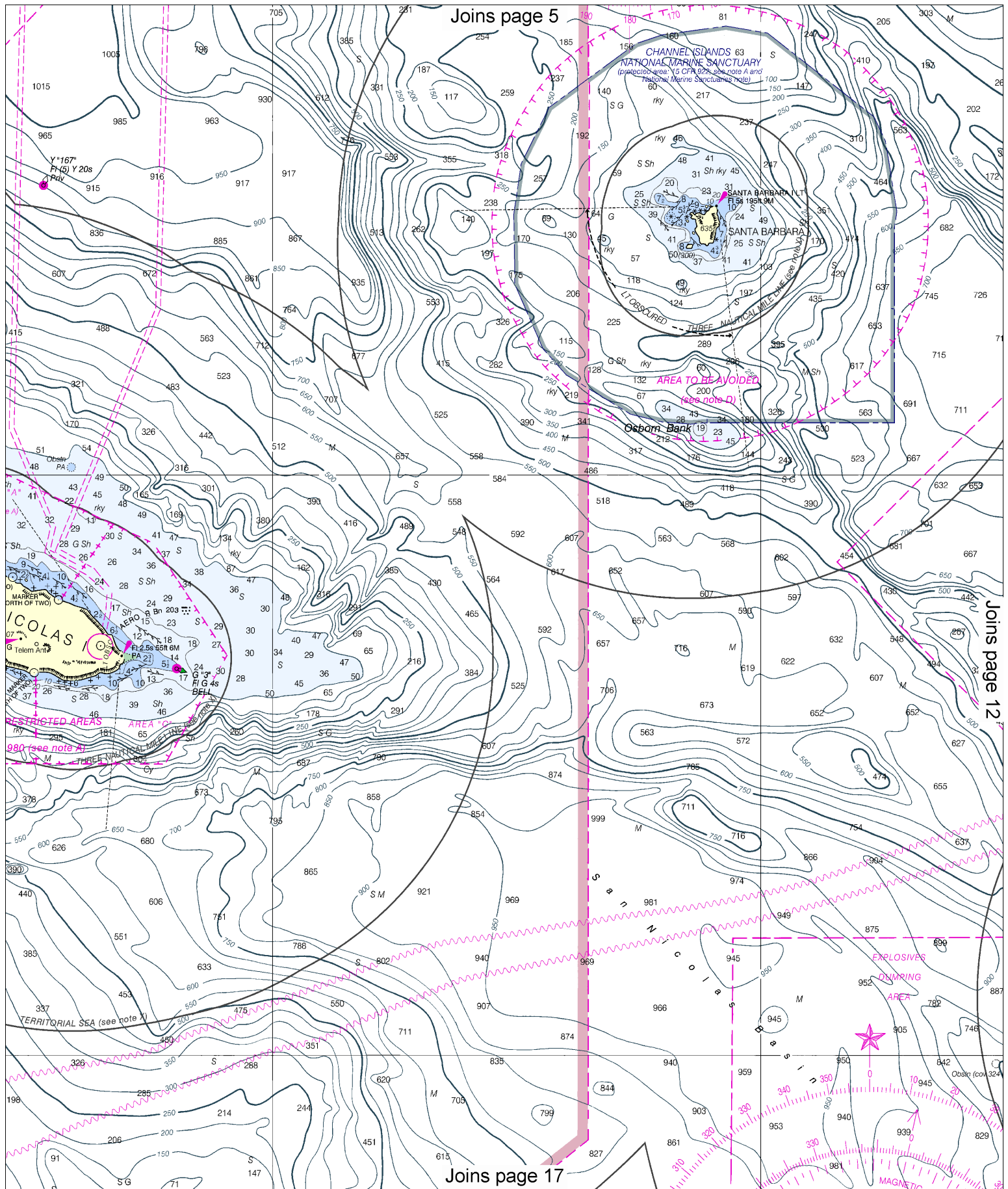
Joins page 15

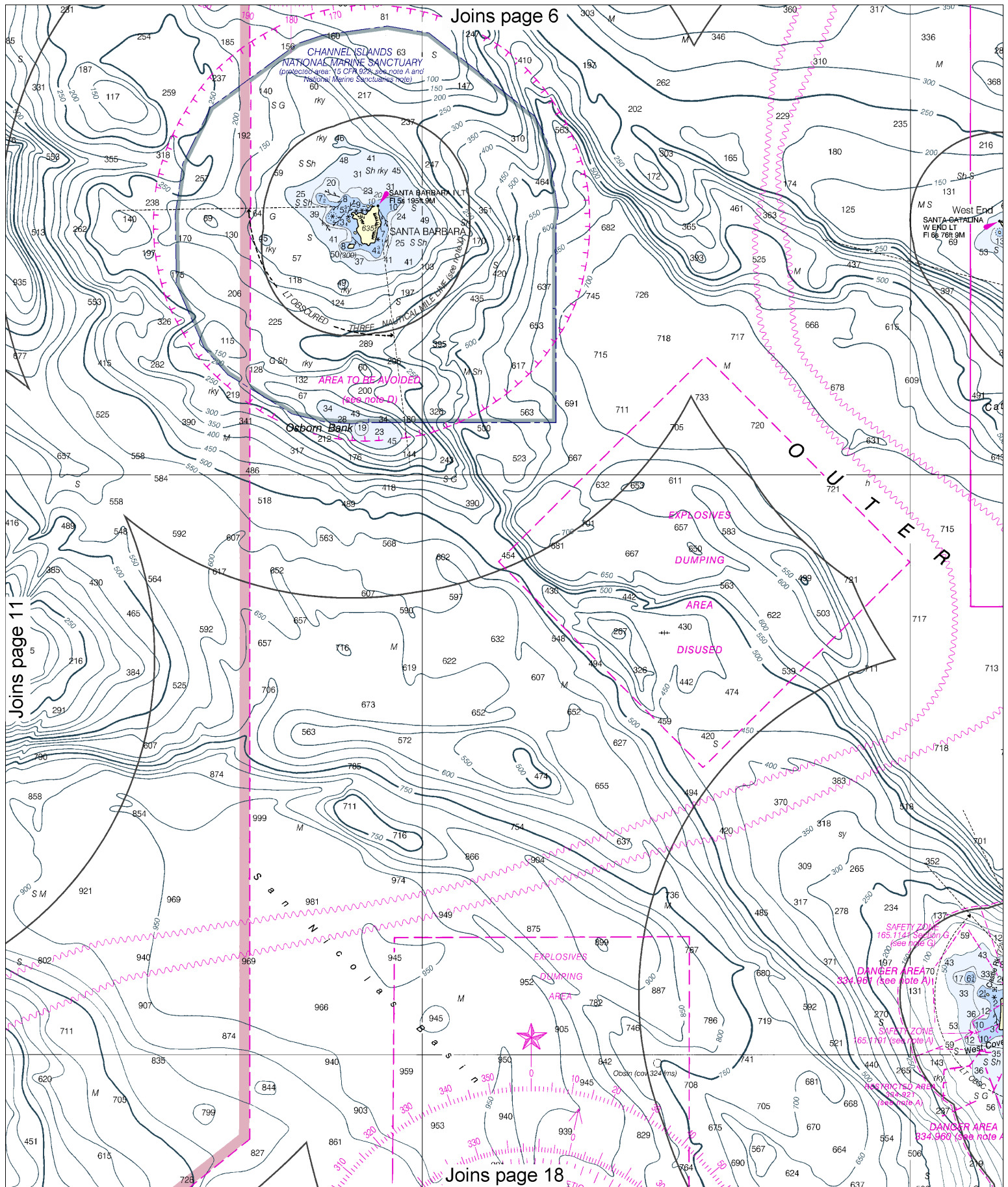


10

Note: Chart grid lines are aligned with true north.













and is closed to the public.

Joins page 9

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#### HORIZONTAL DATUM

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#### NOTE C

##### MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.

#### NOTE N

##### VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)

The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, within a 25 nautical mile radius of Pt Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 310-732-3805 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 310-432-0664.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

#### MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

#### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Point Loma	(32°40'N/117°14'W)	5.3	4.6	0.9
La Jolla (Scripps Institution Wharf)	(32°52'N/117°16'W)	5.3	4.6	0.9
Newport Bay Entrance, Corona del Mar	(33°36'N/117°53'W)	5.4	4.7	0.9
Los Angeles (Outer Harbor)	(33°43'N/118°16'W)	5.6	4.8	0.9
Port Hueme	(34°09'N/119°12'W)	5.4	4.7	1.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(May 2011)

#### RADAR REFLECTORS

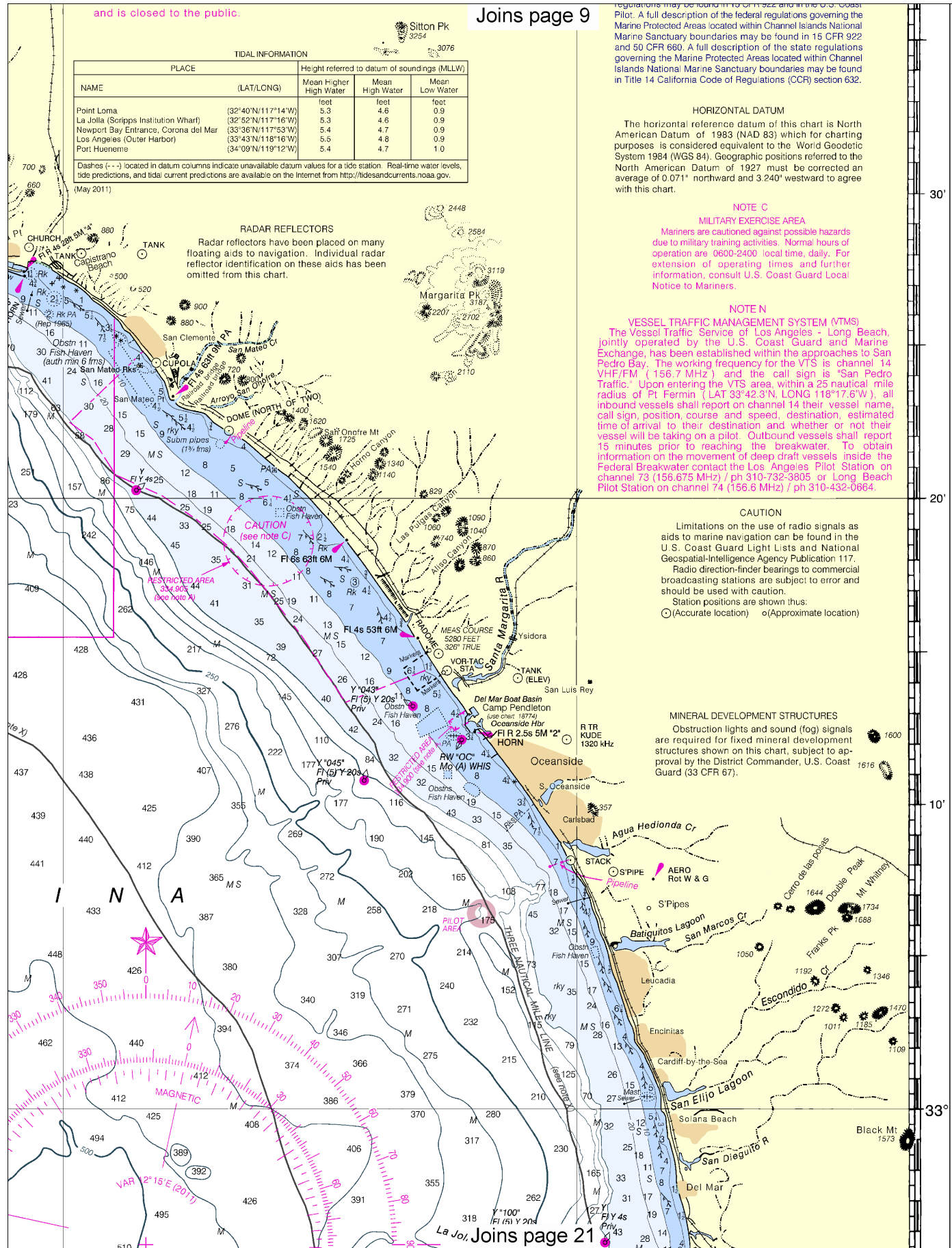
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#### CAUTION

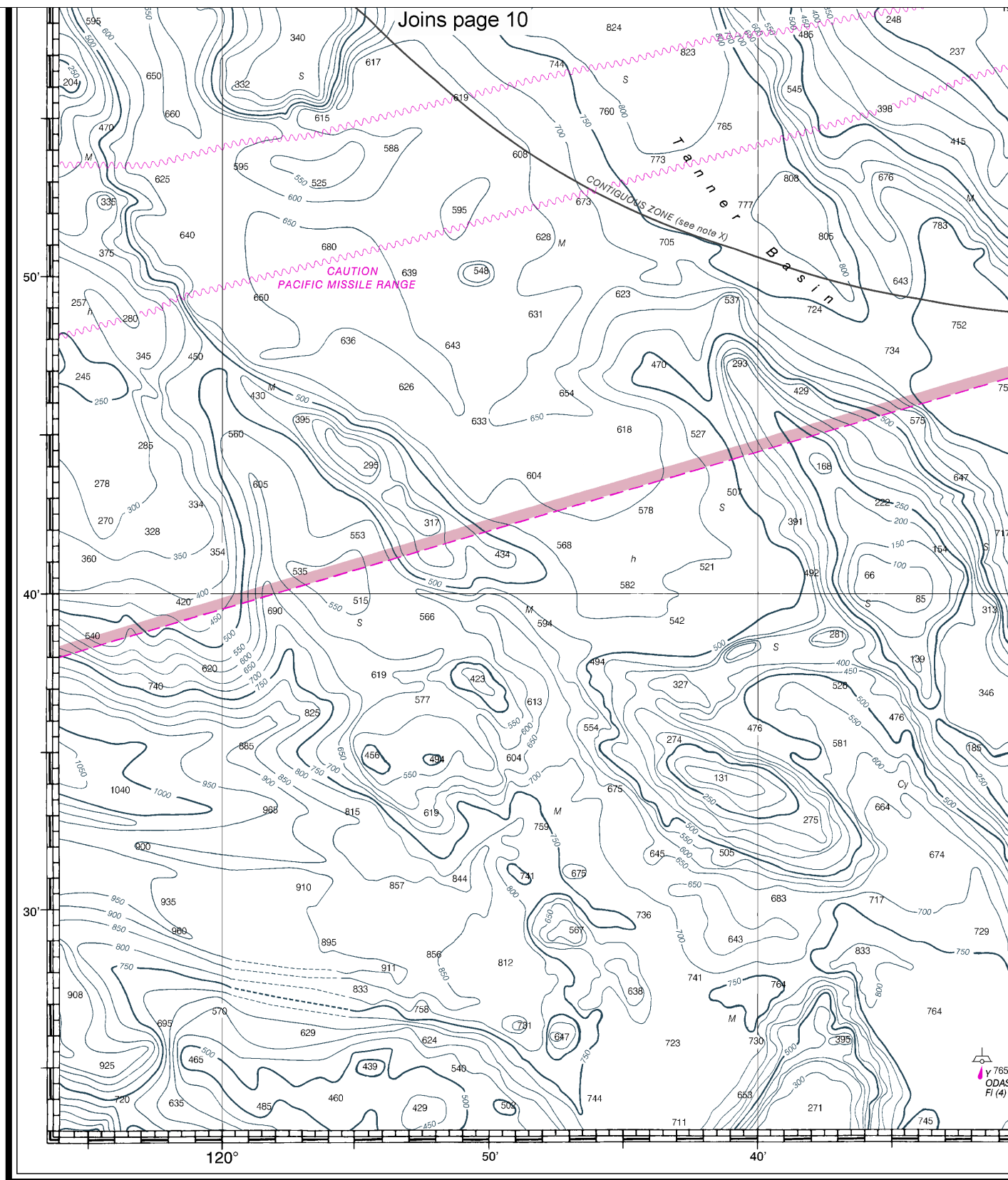
(see note C)

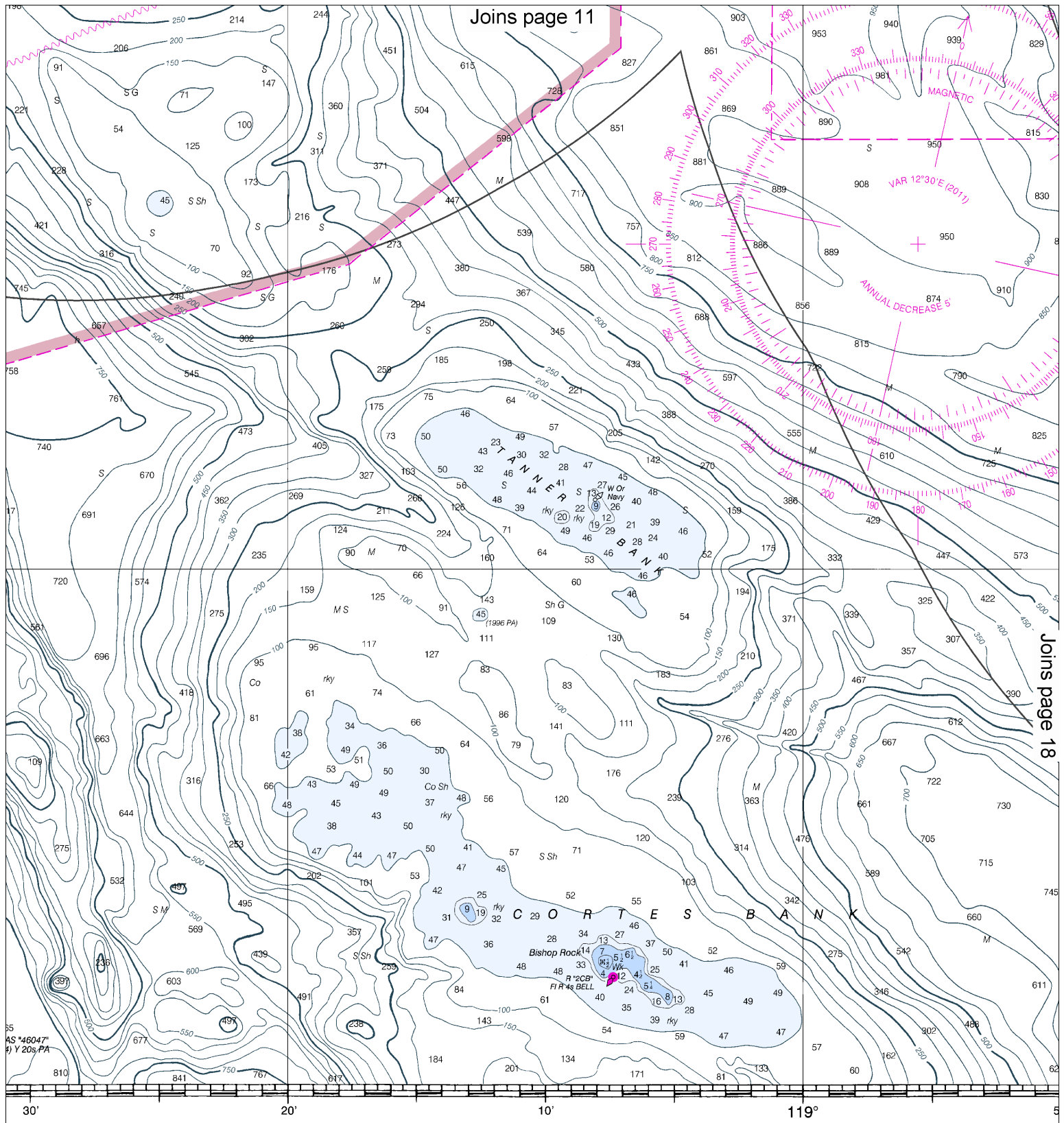
#### RESTRICTED AREA

(see note X)





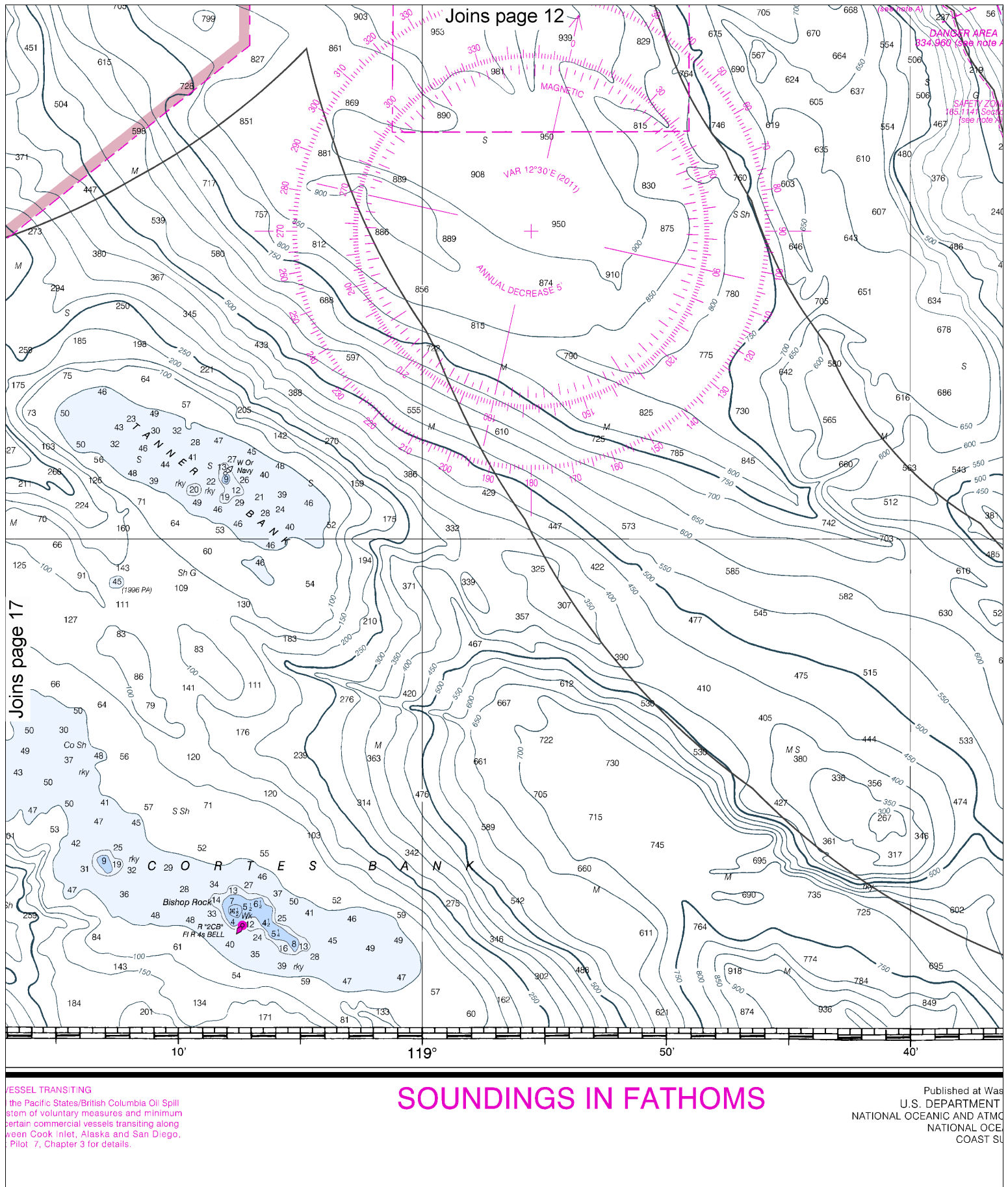




navigation. The National  
tions, or comments for  
(CS2), National Ocean

**VESSEL TRANSITING**  
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

**SOUNDINGS IN FATHOMS**



**VESSEL TRANSITING**  
 the Pacific States/British Columbia Oil Spill  
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**SOUNDINGS IN FATHOMS**

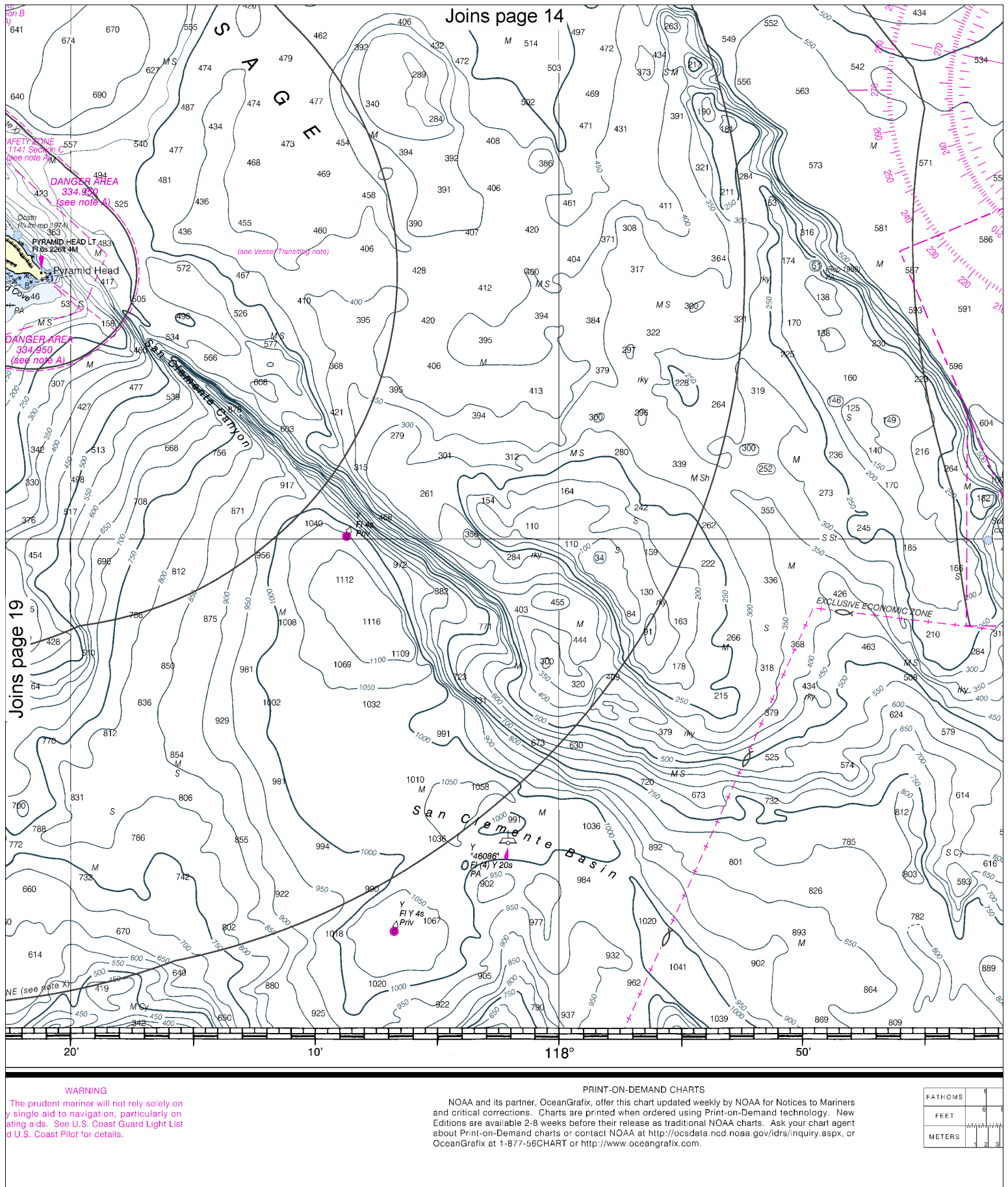
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**18**

Note: Chart grid  
 lines are aligned  
 with true north.

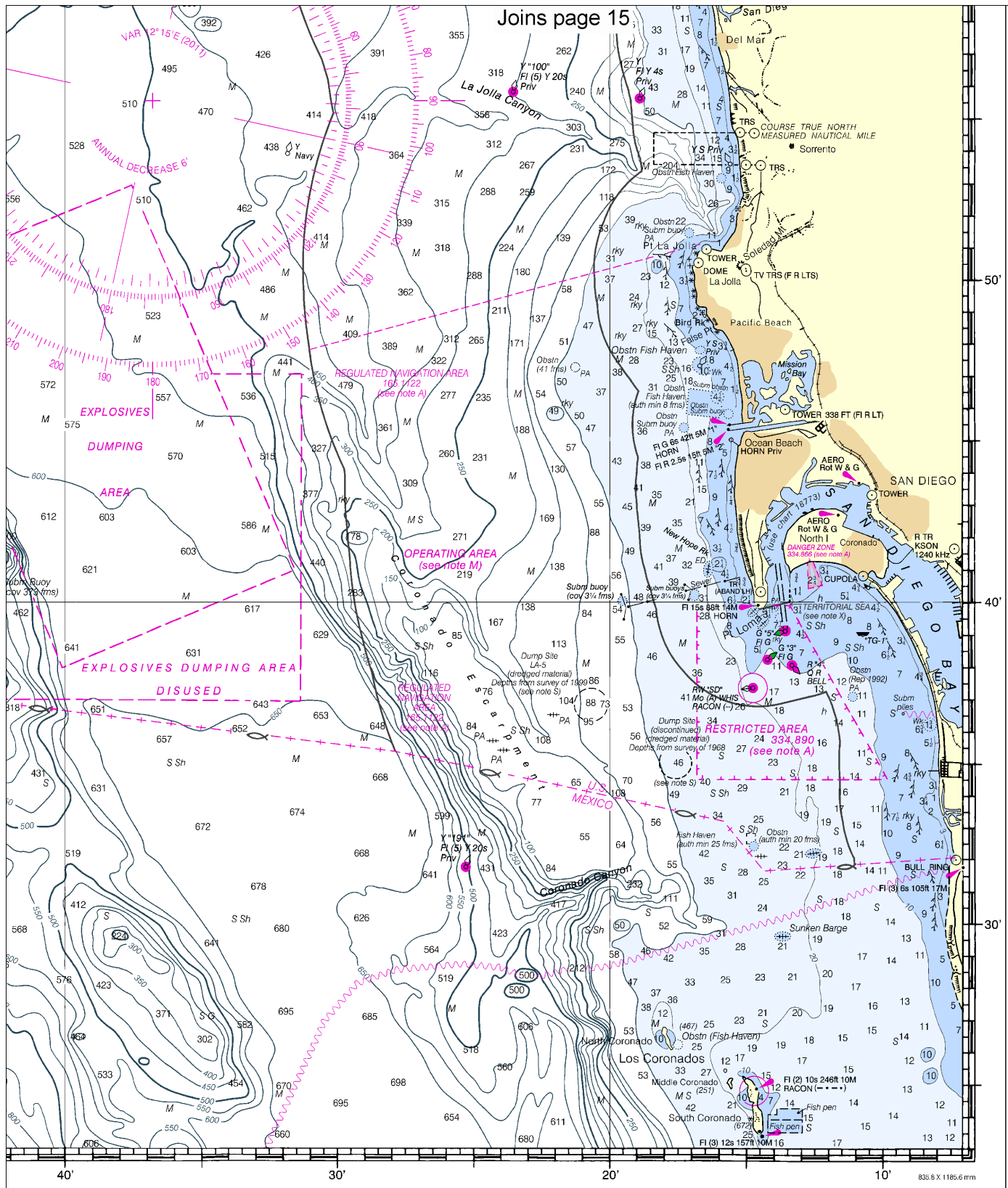






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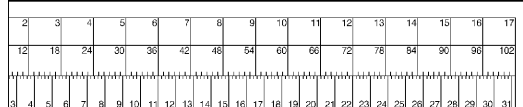
Note: Chart grid lines are aligned with true north.



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ED. NO. 43

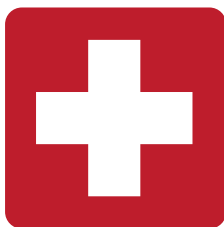
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NGA REFERENCE NO. 18XCO18740



San Diego to Santa Rosa Island  
SOUNDINGS IN FATHOMS - SCALE 1:234,270

18740





EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

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Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
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